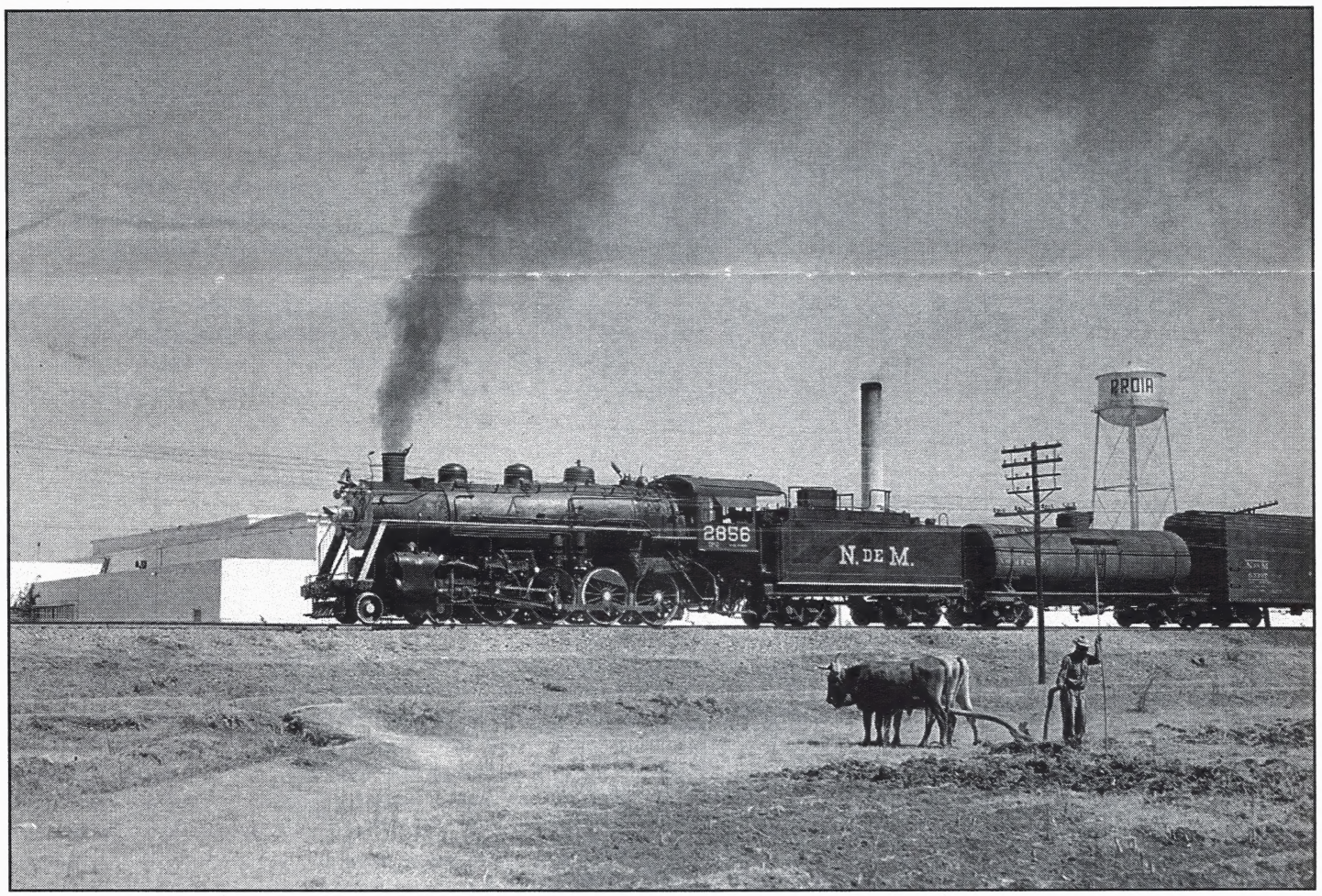
WESTERN RAILROADER

A Publication of the Pacific Coast Chapter, Railway & Locomotive Historical Society, Inc.
FOUNDERS OF THE CALIFORNIA STATE RAILROAD MUSEUM
-&-
THE SAN FRANCISCO CABLE CAR MUSEUM

November / December 2007 Number 680

Seasons Greetings



Nacionales de Mexico 2856 passes a farmer in Queretaro.

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Number 680

MY GREAT 1960 STEAM MEXICAN SAFARI - PART II

(First Installment in Issue 677) By Stan Kistler. Photographs by author.

We have our "boletos" (tickets) in hand and we board the "Primera Clase" (first class) coach in the early morning at Saltillo. It is a wee bit chilly in Northern Mexico in January so we immediately huddled around the comfortable oil stove in the center of the car. The stationmaster rang a bell three times at the gate, signaling it was three minutes before our departure and then at one minute rang it again one time.

Promptly at 7:00 AM the little green and red 7-spot eased us out of the station and through the "patio" (yard) where Baldwin 2-8-0 No. 2 was just starting to work. It was still dark so we did not see much of the terrain over which we rode for the first hour or so, but it was great to hear our little 4-6-0 working up ahead. At Encantada we crossed the Nacionales de Mexico (NdeM) standard gauge mainline to Torreon and then paralleled the mainline to San Luis Potosi for a few miles to Carneros.

Business in the "Segunda Clase" (second class) cars was rather brisk at each stop where villagers boarded and many bundles and boxes were loaded and unloaded from the express car up ahead.

About 35 miles out from Saltillo we passed a freight that had left about an hour ahead of us. It had 2-8-0's 8 and 12 double heading with a 20-car train.

Front and back of a Coahuila and Zacatecas ticket. That price is 1.25 pesos, about 15 cents US in 1960!

We soon arrived at Avalos almost on time. This is the junction point with the San Pedro branch. We found two trains waiting for us here as our train stopped to take water and exchange mail and express as well as passengers. Engine 261, a leased NdeM 2-8-0, was working the branch while another ten-car freight was heading for Saltillo. This train had 2-8-0 #279 all painted up in green and red and fully lettered "Coahuila y Zacatecas" (CyZ) but still carrying its number from its NdeM past life.

A few miles out of Avalos we started up a grade that eventually became 4% for the last few miles into Concepcion del Oro, our final stop and the end of track for the CyZ. That little ten-wheeler of ours really barked up that grade and what a sweet sound it was! As we arrived at the old stone station many of the townspeople were gathered to watch the train and to sell their wares to the passengers.

The town itself is nestled in and up the sides of a canyon with mountains on three sides. A large copper smelter is located here, providing the CyZ with the largest percentage of its freight revenue. Ore was brought in and smelted copper in various forms was shipped out by the CyZ. The station was right beside a portion of the smelter and we could see a couple of small electric locomotives moving slag cars to and fro.

The passenger train spends a little over an hour here and that gave us plenty of time to explore before we returned to Saltillo. Coming into town we had spotted another steam locomotive on an upper level and we decided to investigate. It turned out to be Coahuila y Zacatecas No. 1, a Baldwin 1897 three-foot gauge coal burning 2-8-0, kept here to switch the smelter. It turned out to be the only coal burner we found in Mexico this trip.

While we photographed No. 1, our 7-spot was busy switching the train for the return trip. There was not enough room on the tail of the

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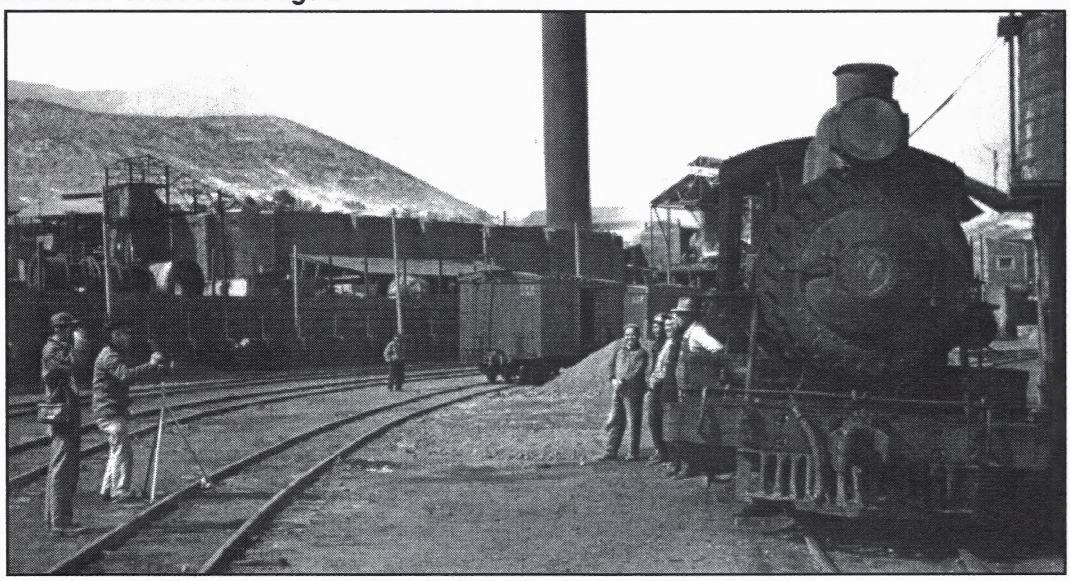
MEXICAN-Cont'd From Page 2



The train crew poses for photographers Stewart and Kauke at Concepcion del Oro.

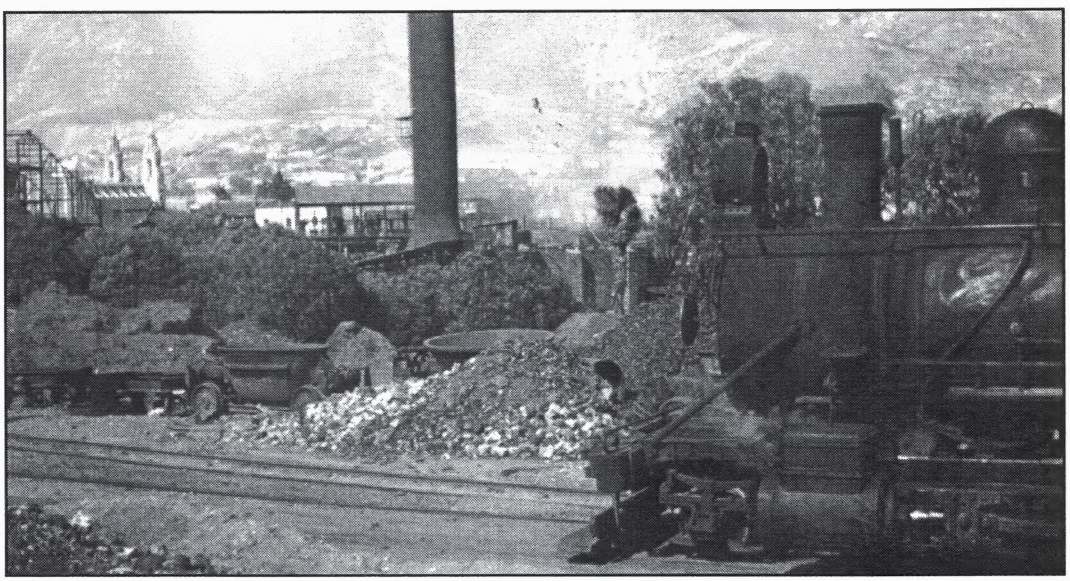
wye to switch the whole train, so they switched one car at a time to get the train in correct order. After the engine was turned on the wye and watered, the crew took time out for lunch.

Promptly at 1:00 PM we started out of the station and out through the small yard, then started DOWN the 4% grade. The train crew made a running air test which was acknowledged by two toots on the whistle. Upon hearing this, a switch tender down the line at a runaway track opened the switch for the mainline and away we go. One of our brakemen kept hanging out the sides of our train looking for sliding wheels or anything irregular. We wound around curve after curve at a well controlled speed, as safe as any U. S. mainline under similar conditions.

Back down at Avalos, as we were leaving, we caught a glimpse of a small steam saddletank engine apparently working on the Mazapil Copper Co. track. The track was narrower than ours so it must have been 2-foot gauge. It appeared from our viewpoint to be an 0-4-0. (We learned later on our return to the U.S. that it was one of two German-built 0-4-4-0 tank mallets, one of which is now in Colorado.)

The Coahuila and Zacatecas has to take the honors as being the most colorful railroad I had ever seen. At some siding out in the middle of nowhere we stopped to let off a family from the second class car and a freight train was in a siding for us heading in the same direction as we were. The caboose was painted a beautiful bright green and yellow. As we left, the freight backed out of the siding behind us and was going to follow us. It had the same two engines we had seen earlier in the day, numbers 8 and 12. The 8-spot was painted in green and red, just like our No. 7, but the 12 was still in all black with white lettering.

There are numerous ups and downs on the 78-mil CyZ and we were on one of the "ups". We were working up the hill with our little five-car train at a pretty good speed. Behind us we could see the 8 and 12 with their train following us, and up ahead we saw the smoke of another train not too far ahead of us. As we rounded a curve, a flagman swung onto our engine as our speed slackened somewhat. Around the next curve we came face to face with a green and yellow caboose attached to the rear of an 11-car train with the



Engine No. 1 and overlooking the smelter at Concepcion del Oro.

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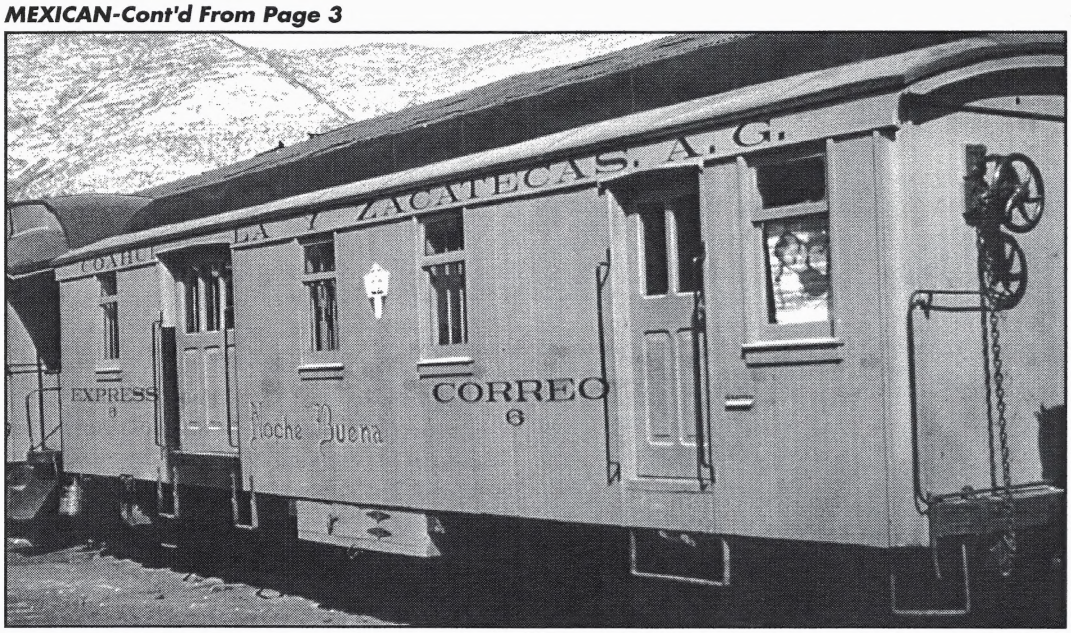

Mail and Express car "Noche Buena".

279. The 279 was having nothing but trouble, slipping badly and almost stalling. What did we do? Stop and wait for him to clear out of our way? That's not the way they did it on the CyZ! We just crept up behind that caboose and started shoving right up the hill. We never stopped once on that grade. Up at the top, 279's train cut off on the fly, pulled into the siding while we were still moving and we pulled up to the water plug for a drink and took care of passengers and express. How's that for teamwork?

The rest of the trip back into Saltillo was routine except that I asked to ride the cab of the 7 for a way and the engine crew insisted I join them. There was another "up" coming and that sound of the engine working hard was one of my best memories of the trip. The "fogonero" (fireman) kept insisting that I blow the whistle even though there weren't any crossings. I was told by my friends that back in the coach, the first time I blew the whistle conductor Jico Valle jumped up and went to the vestibule to see what was the matter. They said he returned a bit puzzled, then started to grin broadly as we looked at them and noticed I was missing. "Norte Americano" he was heard to mutter as he returned to his paper work.

Nearing Encantada we were passed by an NdM freight on their adjacent mainline. It had an EMD F7 diesel on the point. Quite a contrast with our little ten-wheeler.

We arrived at Saltillo right on time and backed into the trainshed. This had been a wonderful railroad experience and I am sure glad that I was able to make it happen as I look back now after 47 years.

It's all gone now. Somewhere I read that the line was taken over by the government and standard gauged. Three of the locomotives were brought to Southern California in the late 1960s by a private owner attempting to build a tourist railroad in the Puddingstone Dam area. This never came to pass and they all ended up in "theme restaurants" in Pasadena, Glendora and, I believe, Anaheim. The restaurants eventually failed and I do not know of the final disposition of the engines.

Passengers and express at a station stop while engine 7 takes water.

See MEXICAN Page 5

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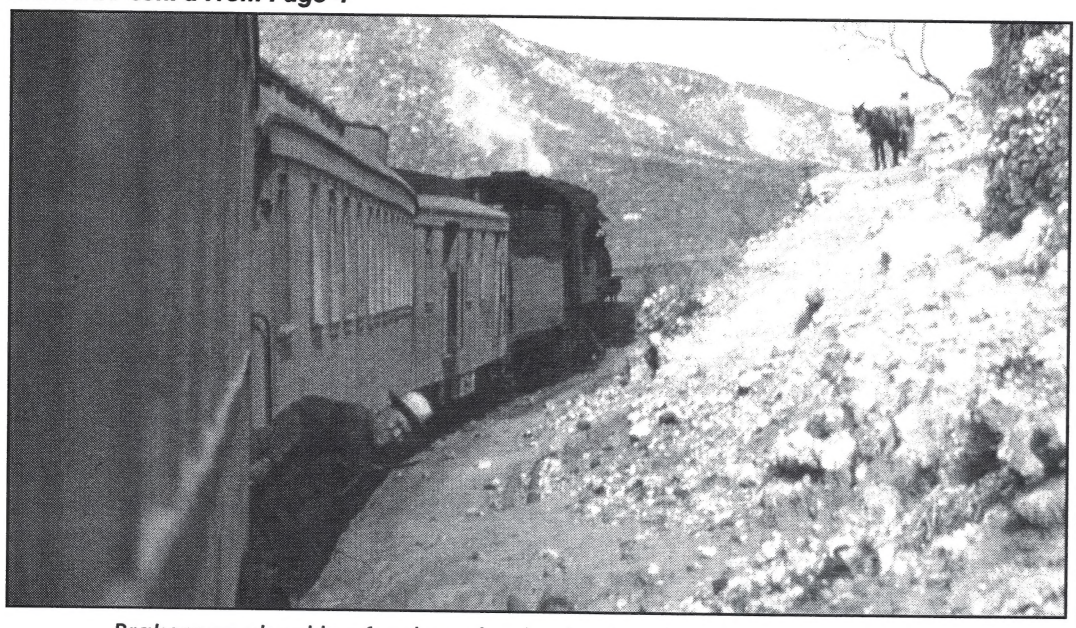
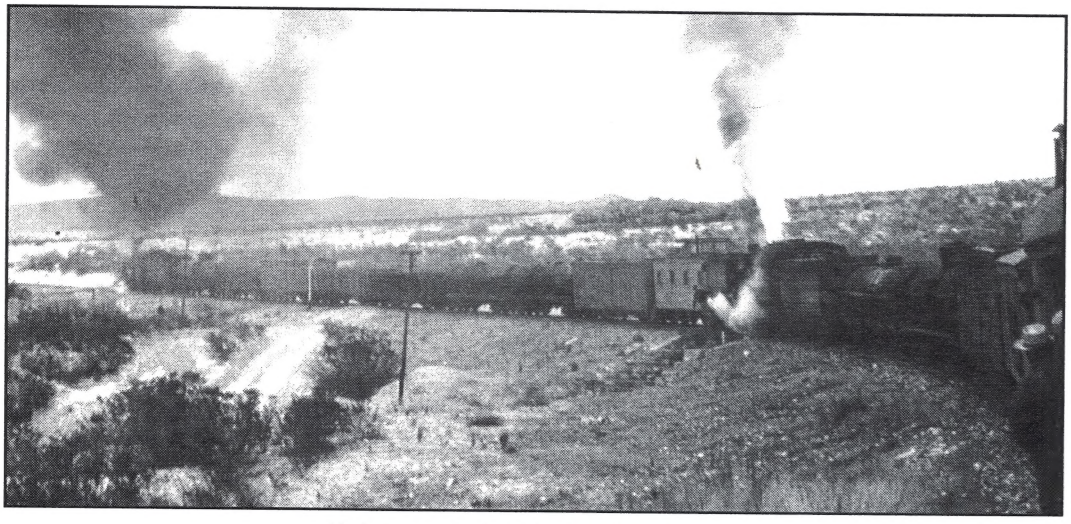


Brakeman checking for dragging brakes leaving Concepcion del Oro.

HEADING SOUTH TOWARD THE VALLEY OF MEXICO AND "LOCOMOTORAS DE VAPOR"

Our party left Saltillo and the Coahuila & Zacatecas on January 20. We headed south through Matahuala and to San Luis Potosi for our next overnight. San Luis Potosi had a big NdeM shop complex but it was all diesel so we didn't linger, knowing we'd be in steam territory in just a few hours. Arriving in Queretaro about noon, the first big NdeM steamer we spied was a 4-8-0 #2856 doing some local work. Not to be compared with Southern Pacific's stable of ancient twelve-wheelers of the 2900 class this engine was large with 67" drivers and looked like a mainline 4-8-2 with the trailing truck left off. It was built by Baldwin in 1924 for the NdeM, not a hand-me-down from some U.S. road as so many NdeM engines were. (NOTE: See picture on front page.)



Helping a freight train ahead of us.

Queretero was a busy place as all of the rail traffic for western and northern Mexico funneled through there. While we were there, a freight went west with one of the 1946-built Alco 4-8-4s and about 30 cars. We would see a lot more of these well-kept locomotives in the days to come. Another short local freight came in from the west with 2-8-0 #1482. We would have stayed here longer but Mexico City called so we got onto the toll road about 2:30 PM and were in our motel in the Tacubaya section of Mexico City by 5 o'clock. Although we had a good map of the city, it was rush hour, and traffic was unbelievable as we neared the city. We were able to navigate to our hotel with little trouble.

We had made advance reservations at the Park Villa. What a pleasant surprise when we arrived to find a quaint two-story 16 unit hotel, with a courtyard, nestled in a quiet neighborhood and managed by a Brit! We settled in and had an excellent supper in the hotel dining room served by Chu Chu and Julian, with whom we would become close amigos. Over supper we made plans for our next day in Mexico City that would take us to the San Lazaro station where the Nacionales de Mexico ran several narrow gauge passenger and mixed trains to cities south and east. There was also a yard here and a roundhouse.

WATCH FOR INSTALLMENT NUMBER III FOR MORE STEAM RAILROADING IN MEXICO.

NO. 315 ROLLS AGAIN

Restored Locomotive Steams to Cascade

October 8, 2007
By Ted Holteen | Herald Staff Writer, Durango Colorado

After seven years spearheading the restoration of locomotive No. 315, George Niederauer is ready for a rest.

"We're going to take a break for the winter," Niederauer said Sunday morning as 150 invited guests boarded a special train at the Durango & Silverton Narrow Gauge Railroad depot.

The train, bound for Cascade Canyon, was pulled by the 112-year old workhorse engine back in service for the first time in 58 years.

The rolling thank-you party gave Niederauer the chance to bring together the individuals and companies that collectively donated nearly $1 million in cash, services and materials to fulfill the dream of a handful of railroad aficionados who spent thousands of unpaid hours to complete the restoration.

But in the opinion of D&SNG owner Al Harper, himself instrumental in the project, without Niederauer No. 315 would still be rusting away in Santa Rita Park.

"If there was a definition in the dictionary of perseverance, it would be George Niederauer," Harper said. "And his name should be George OMG Niederauer, because every time I looked out my window in the last few years, I'd see George and say to myself, "Oh my God what's the 315 need now?"

Whatever the 315 needed, it apparently got. Durango Railroad Historical Society members Jim Granflaten and Fred Folk, who have both been involved in the restoration since its inception, said after the mechanical retrofit, the locomotive likely runs better now than it did when it was brand new in 1895.

"It's more than I would've expected," Granflaten said. "I had no concept that it'd be as smooth and quiet as it is."

Engineer Steve Otten agreed. Otten has worked for the D&SNG since 1988 and is the designated supervisor of locomotive engineers. He had to make only slight adjustments to drive No. 315, as most of the levers and other mechanics are similar to the regular locomotives.

Otten said the biggest difference is the size of the engines – at 60 tons the 315 is half the weight of other D&SNG locomotives. That makes it about half as powerful as well. The five-car train behind No. 315 was probably the maximum load for the locomotive, while other D&SNG engines can pull a train of 10 or more cars up the Animas Canyon.

No. 315 is one of only four or five 19th century locomotives operational nationwide.

It first saw service in the late 1890s and early 1900s – servicing the enormous gold fields near Cripple Creek until floods washed out the tracks in 1912.

In 1917 when the United States entered World War 1, No. 315 was used as part of a national program to improve the country's transportation infrastructure. In 1940, the Denver & Rio Grande railroad brought the locomotive for a route between Salida, Montrose and Ouray, but in 1949 a bent valve forced its retirement. It would not move again under its own power until September 2007.

Although old 315's return to glory went off without a hitch, future passenger rides will be few and far between. The locomotive is owned by the city of Durango, and a pavilion is being built in Santa Rita Park to house it. But Niederauer and Harper are working to find a home closer to the D&SNG tracks so it won't have to be loaded onto a trailer each time it is used. Niederauer said it will probably make three or four runs each year for special occasions only.

"After all this work, we're not going to beat down again," he said.

The above article was forwarded by Terry Stefani

IMPORTANT MEMBERSHIP RENEWAL INFORMATION

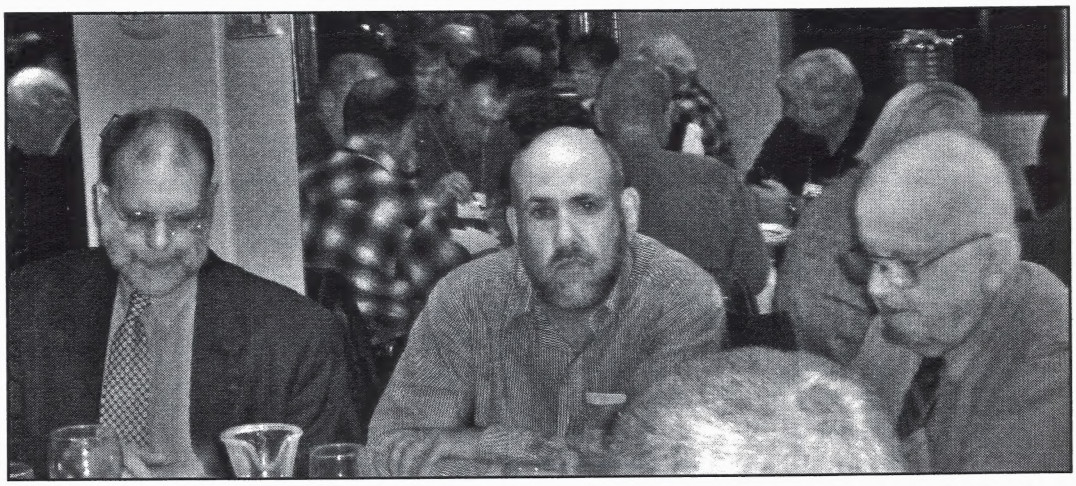
By Bill Lugg, Membership Secretary, Pacific Coast Chapter

I will be stepping down from the Membership Secretary position in The Railway & Locomotive Historical Society, Inc. (R & LHS) effective September 30, 2007. However, I will continue to retain my seat on the Board of Directors, Pacific Coast Chapter, R & LHS (PCC) and as Membership Secretary for the Pacific Coast Chapter. I want to thank you all for the support you have given to me throughout the past nine plus years that I have served in this position. I have enjoyed serving you and I will continue to serve all our PCC members in the same manner as we move into the future.

Because of a great amount of uncertainty about how the national society will go about collecting dues the PCC Board of Directors has decided to return the dues collection process to the way it was in 1998 when I became PCC Membership Secretary. The board opted to return to the 1998 practice because of a concern about our PCC members not being served in a manner that they have come to expect and that they deserve. The PCC will now collect dues for the national society as well as all other chapter dues as it did in 1998. The dues amounts belonging to the R & LHS, Inc. will be forwarded to the national treasurer. All chapter dues that are collected will be forwarded to their respective treasurers. I will be mailing out dues renewal notices for all PCC members in the fall and I ask you to pay your dues from those forms. I respectfully ask that you do not pay dues to the R & LHS from their form. Together we will make this work to your advantage and satisfaction.

NEVADA STATE RAILROAD MUSEUM & FRIENDS OF THE NEVADA STATE RAILROAD MUSEUM 36TH ANNUAL NEVADA RAILROAD HISTORY SYMPOSIUM OCTOBER 19TH – 21ST, 2007

Text and Photographs by Irene Lugg



Frank Ackerman Curator of Education for Nevada State Railroad Museum, Mark Reutter (Retired) Editor of Railroad History and Joe Strapac Author and Owner of Shade Tree Books

The 36th Annual Nevada Railroad History Symposium held in Carson City, Nevada was a great success. Many of our own Pacific Coast Chapter members were presenters at this function. On the first day, October 19th, members and guests heard about in the morning session: The Great Transformation: Southern Pacific's Adoption of Oil as a Locomotive Fuel, 1895-1910 presented by Larry Mullaly; The Virginia & Truckee Railway and the Conversion to Fuel Oil by Stephen E. Drew, Chief Curator, California State Railroad Museum. The afternoon session consisted of: A V&T Rebuild Progress Report presented by Kevin Ray; All Aboard: Using New Technologies to Enhance the online Railroad Museum A Virtual Tour, by Howard Goldbaum Graphics Editor, Online Nevada Encyclopedia, Reynolds School of Journalism, Univ. of Nevada, Reno (anyone with a computer and internet services can view this on www.onlinenevada.org); Couple them up and run them down the line – trucks and couplers on the Central Pacific and Virginia & Truckee RR by Kyle K. Wyatt, Curator of History & Technology, California State Railroad Museum; and The Reno ReTRAC Project by Bruce Blackadar. On October 20th the members enjoyed in the morning session: Scales: A Virginia & Truckee Railroad Section Camp by Efstathios I. Pappas, Doctoral Candidate, University of Nevada, Reno; The USRA and Innovation in American Locomotive Practice by Joe Strapac, Publisher, Shade Tree Books; McKeen Cars and Zephyrs – The E. G. Budd Connection, by Mark Reutter, Editor (retired), Railroad History. The afternoon session was rounded out by the presentation of The Magnificent Mina Subdivision. John and Brian Maky, by Vic and Annie Neves, Producers, Winterail Railroad Photography Exposition. That night the banquet was held in the Silver Spring Country Club and the speaker was Arthur Lloyd Amtrak (Retired) Senior Vice President, Railway & Locomotive Historical Society, Inc. talking about his experiences with the Western Pacific Railroad. Needless to say, much history and information was disseminated and everyone enjoyed the weekend. Finally on October 21st the Nevada State Railroad Museum was open and all participants in the Symposium were granted free rides on the trains and entrance to the museum.

Some of the many banquet guests enjoying the 2007 Symposium.

RAILS COULD EXPAND MORE FREIGHT TRAFFIC FROM OAKLAND PUSHES NEED HIGHER

By Stacey Shepard, Californian Staff Writer
e-mail: sshepard@bakersfield.com,
The Bakersfield Californian
October 11, 2007

State money may finance part of an $80 million expansion of railroad capacity over the Tehachapi Pass to move more goods from the Port of Oakland to consumers in other parts of the country.

The state money would come from Proposition 1B, the $20 billion transportation bond voters approved last November.

Railroad companies and other proponents say the plan is a wise way to spend the bond money because it will reduce the number of trucks on the road, cutting traffic congestion and air pollution, and creating jobs as imports from Asia continue to grow.

"It's good for the environment and it's good for California highways," said Lena Kent, a spokeswoman with BNSF railroad.

But some are asking if handouts for railroads – which only transport goods destined for out-of-state markets – was Proposition 1B's intent.

"Is that what California really voted for?" asked Brent Green, business and economic development director for the city of Shafter, which is building an inland port facility to handle the increase in goods from the Port of Oakland destined for Southern California markets. "It's not going to provide additional capacity (to move goods) here in the region. You're just going to have more trains coming through the valley going to Texas and Chicago."

Except for some passenger service, rail service in California is used exclusively to move cargo between the ports and markets in the U.S. interior.

Meanwhile, in-state goods are moved on highways by heavily polluting diesel trucks.

Green said that if railroads want to take state money for the project, they should be willing to provide in-state rail service to move goods. However, the railroads have consistently said in-state rail service isn't feasible.

Burlington Northern Santa Fe Railroad has proposed the expansion of rail lines through the Tehachapi Pass.

The pass, which includes the Tehachapi Loop, is critical to the railroad industry because it is one of a few passes through the Sierra Nevada that allow for moving goods to the rest of the country. While the track is owned by Union Pacific, 70 percent of the trains that run on it belong to BNSF.

Because the line is a single-track, it has created a bottleneck, said BNSF's Kent. And with trade volume at the Port of Oakland growing, "We won't be able to get everything through there in the future," she said.

Port of Oakland officials expect the volume of Asian imports destined for areas in the central and eastern part of the United States to nearly double in the next 10 years, from 740,000 cargo containers per year to 1.4 million.

To handle the increase, plans call for double-tracking 15 miles of the Tehachapi Pass, though the loop would remain single track.

The railroad's plan is supported by the San Joaquin Valley Air Pollution Control District, which is struggling to meet federal smog and diesel particulates standards.

Whether the goods are going out of state or staying in California, "in general, we support projects that would take trucks off our roads and put them on rail cars," said Seyed Sadredin, the district's executive director.

Diesel trucks are the largest source of smog-forming emissions in the valley, and each train can carry the load of 100 trucks while producing less pollution.

But the city of Shafter's Green wants to see the state focus its efforts on the in-state goods movement specifically the possibility of moving those goods by rail.

The rail line through Tehachapi Pass will ultimately have to be expanded to keep the nation's flow of goods moving smoothly, Green said. But before California contributes funds to that project, Green said state and local leaders must address the possibility of in-state rail.

"Our concern is that we are just totally dependent on highway transportation" Green said. "Given our inability to get roads on line ... we have serious challenges here."

RIDING THE RAILS, MARIN'S HISTORIC TRAINS (EXHIBITION)

The following article was submitted by Mr. Eugene Miller.

November 9, 2007 through April 12, 2008 – Marking the 100 years since the historic consolidation of the Northwestern Pacific in 1907, "Riding the Rails" presents the fascinating story of trains in Marin County and celebrates the railroad boom from the first tracks laid by pioneer railroad companies in the 1870s through the bustling day of the NWP passenger and freight service ending in the 1960s. Presented in collaboration with the Northwestern Pacific Railroad Historical Society.

Special presentations (at the near by San Rafael City Council Chambers, 1400 First Street, San Rafael CA)

Saturday November 17, 1:30-3:00PM (+Museum viewing afterwards)
Northwestern Pacific Railroad, Historian and author Fred Condoni

Saturday January 19, 1-30-3:00 PM (+Museum viewing afterwards)
Railroads in our Backyards, Train Historian Richard Torney

PACIFIC COAST CHAPTER OUTING AT WESTERN RAILWAY MUSEUM SEPTEMBER 29, 2007

By Irene and Bill Lugg
Photographs by Bill Lugg

The Pacific Coast Chapter members and guests met at the Western Railway Museum located at Rio Vista Junction on Highway 12 in Solano County at 11:30 A.M. to enjoy a lunch ride in Parlor Car No. 751 formerly of the Salt Lake & Utah Railroad. About 25 participants enjoyed sandwiches, finger food and dessert while riding approximately 10 miles through rolling hills in the Delta. The food was excellent and the crew was very cordial and helpful before, during and after the ride.

Members and guests enjoying the ride in Parlor Car No. 751 **See MUSEUM Page 10**

WELCOME TO NEW AND RETURNING MEMBERS

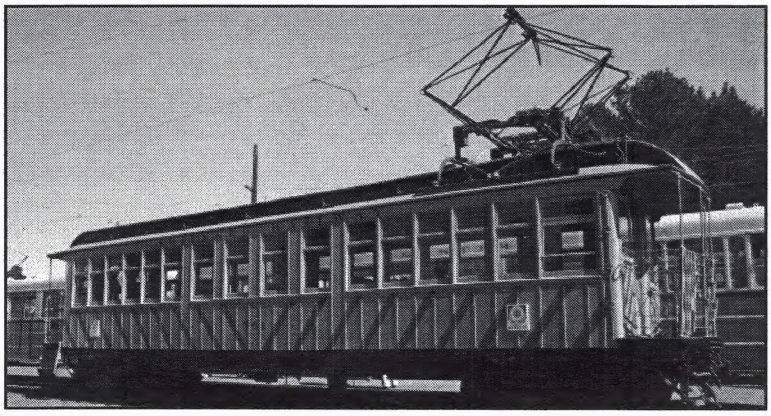
The Board of Directors and Officers of the Pacific Coast Chapter of the R&LHS wish to welcome aboard new members. They are:

Elk Grove Unified School District, Monterey Trail High School.

California State University, Sacramento

MUSEUM-Cont'd From Page 9

About 1948 the PCC of R&LHS saved two cars, one of them is shown below. They were painted by members and run all over the Key System trans-bay lines on March 27th. (This information came from the PCC 35 year history). These cars were used during WW II to take Kaiser Shipyard workers to and from work, saving gas and tires.



In 1965 the two cars were donated to the BAERA – Western Railway Museum – located on Highway 12 at Rio Vista Junction. The car in the picture was refurbished for the arrival of a historical group meeting. The number of this car goes by Key System #561. It was stripped of old paint and repainted into 1943 Shipyard Railroad colors as shown in the above photographs.

After enjoying the ride on the Parlor Car, the members and guest. after a short break, then enjoyed a ride on the "Shipyard Car". The below picture shows the refurbished interior of No. 561.

All in all it was a great day at the Museum and it was enjoyed thoroughly by all in attendance.

END OF LINE

The Membership Secretary was notified of the passing of Mr. Wilton B. Fryer, Sacramento, CA and Mr. J. Roy Gabriel Sacramento, CA who both past away on October 2, 2007. He was also notified of the passing of past members Mr. Elbert F. Gann of Long Beach CA (date unknown), and Mr. Edson T. Strobridge, Jr., on October 19, 2007 of Santa Maria and San Luis Obispo, CA. The Board of Directors offers their sympathy to the respective families.

Pacific Coast Chapter Needs

The Board of Directors cordially invites and encourages any member in good standing to participate in becoming a member of the Board or volunteer to assist in various projects. Board Members meet generally once a month in the Folsom History Museum in Folsom, California, starting time is 10:30 AM and meetings generally last approximately two hours. Discussions include the operation of the Chapter as well as planning for upcoming events and such other items as may come before the Board. Anyone interested in joining the Board or becoming a volunteer please contact Mr. Dennis Stefani by sending a letter to his home at 114 Coralie Way, Folsom CA 95630-3303 or email him at d.stefani@sbcglobal.net.

We Need Articles

Please consider a contribution to the PCC and your fellow members. If you have an interesting photograph or story, send it to the editor, Irene Lugg at P.O. Box 292927, Sacramento, CA 95829-2927 or via email at bilugg@att.net. Editor does not verify articles for factual or grammatical accuracy.

Membership Information

Membership in the Pacific Coast Chapter includes all National R&LHS publications, and the bi-monthly Western Railroader, which is available only to Pacific Coast Chapter members. Dues are $45 per calendar year. Checks, payable to PCC, R&LHS should be sent to Bill Lugg, Jr., P.O. Box 292927, Sacramento, CA 95829-2927. Editorial material should be sent to The Western Railroader, P.O. Box 292927, Sacramento, CA 95829-2927, or email at bilugg@att.net.

Attention Web Users

Be sure to check our website, **www.mpl.com**, from time to time.

We plan to update the Calendar of Events in the near future as well as showing more of our photos from the Chapter's archives.

You can email comments and questions about the website to pccrodolf@aol.com. Be sure to indicate mpl website in the subject line.

The **FRED A. STINDT** collection of negatives has been catalogued. This collection includes locomotive portraits, primarily of Southern Pacific steam & diesel motive power, with some action shots. Prints Are now being offered for sale.

For more information please contact:
Pacific Coast Chapter, R&LHS Attention: Carl Rodolf
5810 Hemlock Street, Sacramento, CA 95841-2308
Fax: 916/344-4325, E-mail: crodolf@aol.com

Change of Address Form

Name:_____

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Phone: _____ Email:_____

Send to Bill Lugg, Jr., P.O. Box 292927, Sacramento, CA 95829-2927

The PCC is offering excess copies of past issues of the *Western Railroader* for sale at $3.00 per issue, postage paid. These include any issues published by the PCC only. Non-members $4.95.

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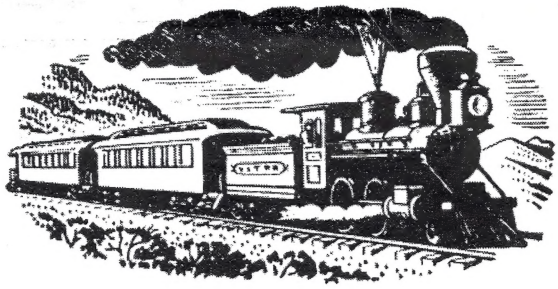

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FUTURE EVENTS

November 10, 2007 – Saturday, 3:00 PM PST – General Membership Fall Program at the California State Railroad Museum. The speaker will be Mr. Stan Kistler, noted Author and Historian on the Atchison, Topeka & Santa Fe Railroad. The subject of the presentation will be "A Half Century on the Atchison, Topeka & Santa Fe".

February 2, 2008 – Saturday, 12:00 PM to 4:00 PM PST – General Membership Annual Luncheon and Meeting at Spenger's Fish Grotto, 1919 Fourth Street, Berkeley, CA. – Speaker to be announced.

Be Sure to visit our Web Page at:
www.mp1.com!